

February~March
2013

THE *Daimler* & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

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CONTRIBUTIONS TO THE MAGAZINE

Please send all contributions for inclusion in the magazine directly to the Secretary via fax email or mail by the **TENTH** day of the month prior to publication.

DISCLAIMER

The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.

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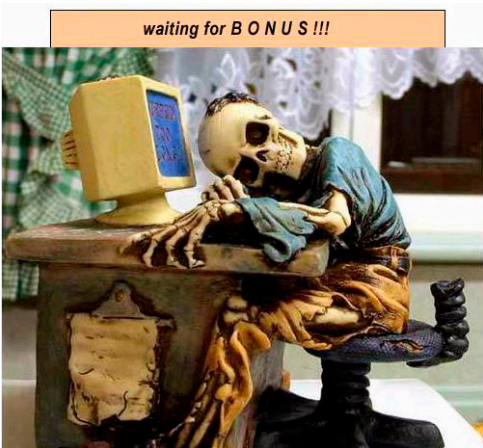
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I fixed my computer!!!



From the Driver's Seat ...

A Message from your National President



I would like to begin this first newsletter for 2013 by wishing everyone a Happy New Year and I hope that you have all had a safe and enjoyable Christmas with family and friends. At the time of writing this President's report, Maree and I are once again in Melbourne having a few days at the Tennis and enjoying the sights and the weather.

I expect that 2013 will be another interesting year with the regular car club outings and of course "The Great British Car Rally" is being held this year with an estimated 300 cars travelling from Auckland through to Christchurch in February. I am sure that there will be some Daimlers in this Rally and there will be several opportunities for spectators to view the line up of cars at the various stopover towns on the way.

I always take the opportunity to check out old cars when we go on trips and this one was no exception. This time it was a trip to the Melbourne Fire Department Museum that was set up in the old Fire Station when the new Station was built a few years ago. The Museum building was built in the late 1800's and was a fully functional Fire Station until the early 1970's complete with a Watch Tower where a Fireman was on "Watch" about 5 stories above the ground to watch for fires across the city. It also included stables to house the horses that towed the steam powered water pumps. The horses were so well trained that when the alarm was sounded the horses would by themselves move from the stables into the vehicle hall and stand in front of the pump wagon and wait to be harnessed. In later years with the advent of telephones and electricity a Control Room was built and alarms were connected to the various buildings in the city. On display were a number of beautifully restored Fire Engines, the oldest a 1911 Pearce Arrow in full working order. Samples of the old equipment, protective clothing and how the organisation was managed are on display, a very interesting place to visit should you get the chance.

Don't forget our very own Daimler Club Mini Rally will be held in a few months, ensure you clear your calendar and mark this date in your diary.

Happy motoring

Dave Patten



1911 Pierce Arrow Fire Engine

Getting up to Speed ...

A Word from your National Secretary



A Happy New Year to all and a warm welcome to our new members.

- Wayne Duncan of Auckland has purchased Paul Edginton's fabulous manual overdrive Daimler V8. The car is still in Katikati and Paul will still have the pleasure of it until Wayne takes delivery!
- Norman Foster of Cambridge has a V8 he has owned for 27 years! Why would anyone want to be without such a nice car.....
- Nigel Harrison of Whangarei also has a Daimler V8.
- Geoff Walls of Christchurch. He has a couple of interesting cars, a 1952 Mk 6 Bentley and a 1927 T35B Bugatti!!! He is trying to locate a Conquest Century from his past. It was registered new in NZ in 1956/57 and was Silver over Navy Blue. It could have been registered to J.W. Graham, P. Graham & Sons or Canterbury Stone Company. If you can help him find it, he would appreciate a call. Phone 03 3326387 or geoff@wallsnz.net
- Hilton and Janice Zachan of Manawatu, they have a 2.8 Sovereign in addition to their P4 Rover.

Auckland members, please note Bryan Davis change of email address, bg.davis@gmail.com.

You should all have received your **2013 Rally registration forms** with the last magazine, please complete and send to Joe Price at your earliest convenience. Closing date is the 24th March, it promises to be another great event, and of course, fantastic company!!!

Do it NOW – no excuses.....

It is almost subscription renewal time again. Treasurer Peter Mackie is about to post accounts, please make our task easier with prompt payment and include the appropriate part of the form with your details. Add any changes to your email address, postal address, post codes, phone numbers, and an update of your vehicle fleet. If you don't tell us, we don't know!

Your National Executive conducted a Teleconference meeting in November with main points as follows:

Finance. Our bank balance is now approaching the level we would like to stabilize at. As costs are increasing, we considered it prudent to increase our subscriptions by \$3 to \$33 for the 2013 financial year. A small increase now was considered a better option than a larger increase in future. Currently our club operates with many honorary contributions, i.e. Treasurer Peter Mackie, Auditor Doug Brown, Solicitor Philip Redmond, Website Hosting Shane Gibson, magazine dispatch Eris Hollier and Secretary/Editor yours truly. If any of these situations changed, our costs could increase considerably. Our magazine is our single large expense and the majority of members wish to retain the present format and distribution.

Branch fees apportionment and distribution. After discussion, we agreed to retain the status quo. Its function is to assist Branches with social events, and while not perhaps the perfect answer, it tends to assist the smaller branches and is simple to administer.

Incidentally, Doug Brown wishes to step down from the Auditor's role which he has performed for many years now. If we have a member with an accountancy background who could perform this Honorary service, please give Peter Mackie or myself a call. Also, because of health issues, Vice President Bert Empson is standing down. A new candidate (preferable from the Auckland or Waikato area) would be appreciated.

Reports.

President Dave reported on FOM pending WOF changes. See FOM website for details.

Club Captain Winston reported on National Trophy updates for 2014 National Rally.

Auckland. Bryan reported recent events well received as has their Branch newsletter. 2013 Rally planning is well in hand.

Waikato B.O.P. Paul reported that he will need to step down this year. The Branch is "in limbo" and is in need of new blood to invigorate and needs the support of members. If you can help, give Paul a call, it's YOUR club, give it YOUR support.

Hawkes Bay. The Branch continues to function in association with the HB British & European Car Club sharing monthly outings. They also hold some separate events.

Manawatu continue to receive good support with 40 members and interesting outings. Preparations are being made to host our National Rally in 2014.

Otago continue to have regular events with good support.

If anyone would like a full copy of the minutes please contact me.

Mike King



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Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

November Coast to Coast Run

This outing was planned for Sat 10th and Sunday 11th November which turned on brilliant sunshine, when a good number of members assembled at Maraetai Beach at 9.30. The beautiful weather continued all day, as we ventured through the picturesque countryside via Clevedon, Hunua, onto SH2 and through Mangatawhiri to Te Kauwhata. David and Glenys Watt met us here and after a bite of lunch we all set off again, across the Waikato River at Glen Murray to enjoy the alternative route passed the Huntly Power Station and Waingaro Springs to Raglan where Bryan and Sylvia Davis met up with us.

Our accommodation at Raglan was at the Palm Beach Motel which is an idyllic spot as it sits right beside the estuary. Raglan is a bustling seaside township, with a very busy airstrip for light aircraft, and the many, varied shops, galleries, café's are well supported by a reasonable number of permanent residents, as well as a large influx of weekenders and of course the surfers who also arrive to enjoy the 'left-hand break' that Raglan is famous for. While the ladies enjoyed a saunter through the shops, the menfolk congregated at a respectable distance at the hotel bar. Later, we all dined at the Raglan Hotel which is a beautifully maintained, two storey, double verandah building, and Bryan and Sylvia surprised us with a belated birthday cake for one of the members, which satisfied us all as a dessert too.

On Sunday morning, after checking out of our rooms, we gathered for breakfast at one of the cafés, then did a brief tour around Raglan to visit Tony Sly pottery at the Wharf buildings, and the craft and produce markets in the Old School House before refueling the cars and setting off for home. The weather had turned overcast, but the rain held off and we enjoyed the roads back via Whatawhata, Te Kowhia, Ngaruawahia, keeping to the alternative side of the Waikato River until Huntly, where some members stopped for lunch while others continued straight back home.

Overall it was another great weekend, and our sincere thanks to Clive and Lynn Butler for organizing such a wonderful event.

2nd December – Christmas Lunch at Settlers Country Manor

History

In 1880, the Waitemata Co-Op Dairy Company commenced production of butter in a small wooden building not far from this site which burnt down in the early 1900s. A replacement was built on the same site, but it proved to be too small, and as a result of increased demand the company built the large concrete factory that you see today. The building was officially opened on 27 November 1924. In its early days the machinery was steam driven, powering the pumps and churns using a series of belts and shafts. To drive

the steam turbines, large amounts of coal were supplied by the railway adjacent to the factory. After approximately ten years in operation the factory was converted to run on electricity.

The factory continued to flourish until 1951, when along with several similar factories, changes in the dairy industry brought about its closure. These changes included larger more centralised operations, and advances in refrigeration technology allowed for improved capability to transport milk to these processing centres.

Following its closure, the factory was used to store old World War II aircraft parts. The building was purchased in 1974 by the Jack family who could see its potential and had the vision to turn it into the perfect wedding venue for hosting romantic weddings and other functions. Over 16 years the building was lovingly and painstakingly restored and developed, along with the magnificently matured grounds.

In 1991, the building reopened as the Old Dairy Factory Bar and Restaurant. Only a year later the building had to again be refurbished following an unfortunate fire, and the name was then changed to Settlers Lodge to commemorate the area's early settlers.

The Lunch

After a pleasant drive up to Waimauku, 24 or so people gathered for an extended lunch in a covered courtyard at the back of the building. The festivities started with drinks, people standing in small groups swapping news and general car talk. After about an hour our tummies called us to a long table for our lunch. The food was of a good standard and despite the length of time required to serve, it most were very happy. Our Treasurer Joseph did a most excellent job in negotiating down the wine bill which was much appreciated. On the way home my car over heated, Peter and Maralyn stopped to render assistance but alas the AA had to be called and the car is now in my garage waiting for me to do something about it. Thanks go to Ed Hayhoe for organising the event and Martin our Secretary for sending of emails and recording the names

Bryan

National AGM & Super Mini Rally Reminder.....

As you know, Auckland is hosting the 2013 National AGM and Lunch, followed by afternoon mini rally. This is being held at Lincoln Green, Henderson, on the 26th–28th of April 2013. If booking accommodation, we have a group discount, only by telephone booking. Quote DLOC Group 63132, and pay on departure. Website : www.lincolngreen.co.nz
Phone 09 838 7006.

Any member who is not bringing a car to the AGM, we can organise rides if required.

Friday 26 th	from 6pm	pre Dinner drinks at BAR 159 (Lincoln Green) then a short walk to Valentines
Saturday 27 th	10:15am	Registration, meet and greet with Morning Tea.
	11 am	National AGM
	12 pm	Lunch – Sponsored by National DLOC
	1:30 pm	Super Mini Rally starts
	6 pm	Pre-Dinner Drinks, remember Licensed Premises so NO BYO to the dinner

Sunday 28th 9am Short optional run southwards, to a snapping humid climate and brunch

How to Enter, you ask?

In the last Magazine, you will have received a blue sheet. This includes options to email and internet bank or posting the form.

If you have misplaced this

Options are

Email: dlocauckland@yahoo.co.nz and include your name and other attendees, contact mobile number, and the make, model and year of your car.

I will respond to your email to advise that we have received it.

Then internet bank \$80 per person to 12 3082 0084917 00, ASB Bank, DLOC Auckland, please put your surname in the reference

or Post your cheque and the above details (include email address if you have one) to

Joseph Price
1 Cassino Street
Bayswater 0622
Auckland

Also appreciated if you can indicate if you will be attending Friday or Sunday optional events for bookings.

or if you have any questions, please email dlocauckland@yahoo.co.nz or call Martin Walker 09 6264868.

Please repond by 24th March 2013

Hawkes Bay Highlights

Saturday 1st December

End of year Committee Meeting and Christmas Barbeque, held at Mike and Robyn Boyce's home in Hastings.

We had a good attendance for a short Committee Meeting, which covered activities for the year and a discussion on upcoming events. Later we had a drive to Clifton Café for afternoon tea. This is a great spot by the beach looking out to Cape Kidnappers. We returned back to Boyce's for a pot-luck spread, with delicious steaks, drinks and some relaxing socialising at the end of the year. Thank you Mike and Robyn for having us at your lovely place.

Saturday 12th January

In conjunction with the HB British and European Car Club. Four Daimlers joined in for a run to the Elsthorpe Country Sports Meeting, 35km south-east of Hastings. It is a lovely drive following the Tuki Tuki River, even though the landscape looks very dry. The display of MGs', Daimlers', a Jaguar, a Ford Mustang, Capri, and an interesting modern 3-wheeled vehicle with a cockpit style cabin, caused a lot of interest. There were several shady trees

to sit under, have a picnic and watch the horse jumping events. Later in the day there was a Barbeque, an Auction and several raffles which some members were lucky enough to win. It was a great day out and quite a draw card for the Sports Club to have the vehicles on display.

Margaret Duncan

Manawatu Meanderings

Our Daimler Xmas Luncheon was held at Manawatu Golf Club, Centennial Drive, Palmerston North on the 18th November 2012.

There were 27 members who attended. The meal was enjoyed by all who attended. Very enjoyable place to go for a meal and reasonable prices. Was very windy this day but outlook was good and we watched some people trying to play golf.

Special thanks to Gayle for organising this outing.

Charmayne Whitton

PRESIDENT'S BBQ Report.

On the 16th Dec, we had the President's end-of-year BBQ at Broadlands Station on the Saddle Road. The property is owned by Hugh Akers.

Hugh gave us a brief but interesting talk on the family history then the barbeque was switched on and the men proceeded to cook the sausages, steak etc. We had a great variety of salads and desserts.

The day was one of our hottest which proved too much for one of our members.

We all enjoyed browsing through the museum as there is such an amazing collection of many different things handed down from generation to generation. The models of ships made from match sticks were certainly magnificent.

We ended the day with exchanging a gift to the value of \$5.

Another enjoyable club outing.

Gayle Clinton

PARKING

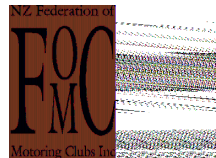
On a bitterly cold winter's morning a husband and wife in Glasgow were listening to the radio during breakfast. They heard the announcer say, "We are going to have 8 to 10 inches of snow today. You must park your car on the even-numbered side of the street, so the snowplows can get through". So the good wife went out and moved her car as instructed.

A week later while they are eating breakfast again, the radio announcer said, "We are expecting 10 to 12 inches of snow today. You must park your car on the odd-numbered side of the street, so the snowplows can get through". The good wife went out and moved her car again.

The next week they are again having breakfast when the radio announcer says, "We are expecting 12 to 14 inches of snow today. You must park....." Then the electric power went out. The good wife was very upset, and with a worried look on her face she said, "I don't know what to do. Which side of the street do I need to park on so the snowplows can get through?"

Then, with all the love and understanding in his voice that all Scotsmen who are married to blondes always exhibit, the husband replied, "Why don't you just leave the car in the garage this time?"

This correspondence from:
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Web: www.fomc.org.nz



Media Release

January 27 2013

CAUTIOUS FIRST STEP IN WOF REFORM WELCOMED BY NZFOMC

The NZ Federation of Motoring Clubs commends the Government for its cautious but positive first step to reduce the multi-million dollar costs imposed on motorists by the current WOF regime.

“But retaining six monthly warrant checks for cars built before 2000 does nothing to curb the costs imposed on the large group of collectors and enthusiasts who preserve our heritage vehicles for the benefit of all New Zealanders,” says NZFOMC National Secretary Roy Hughes.

Even the Motor Trade Association agreed there should be an exemption from six monthly warrants for heritage and collector vehicles which usually only cover very low mileages each year and are often fully restored to as new condition or meticulously maintained by their owners, said Mr Hughes.

Most collectors own more than one heritage or special interest vehicle, and more than half are paying between \$90 and \$360 in WOF fees each year. A survey of FOMC members found just over 85 per cent reported none of their vehicles had failed an inspection in the last 12 months for brake, tyre or lighting related faults.

The majority of the respondents to the FOMC survey were in favour of 12 month WOFs for vehicles 30 years old and over. Less than 10 per cent supported retaining the current six monthly inspection regime, while 18 per cent favoured exempting heritage vehicles from WOF inspections altogether as is now the law for pre-1960 vehicles in the United Kingdom.

However the FOMC also commends the Government for leaving open avenues for further reforms to reduce the costs imposed on motorists, and will be taking advantage of the opportunity to suggest other ways the fees and charges imposed on car collectors can be curbed.

Issued by NZFOMC Secretary Roy Hughes
03 332 7500 or 0274 934 123
Email: Secretary@fomc.co.nz

Representing the responsible special interest and heritage motoring enthusiast

Articles of Interest ...



TECHNICAL ARTICLE – DAIMLER OIL PROBLEM

This email came from Australia via the website. It concerns a problem we may strike when rebuilding a Daimler V8, which the service manual has but a fleeting reference to.

Date: Fri, 14 Dec 2012 14:41:07 +1000

From: andundair@gmail.com

Good afternoon from Australia.

I own a Daimler V8 250 which has just had an overhauled engine put in it by the previous owner.

There is no oil being delivered to the valve gear. I have disconnected the banjo bolt and union on the valley cover and there is no oil supply there. Is there someone in your club who could help me with this problem.

I got your name from the all invasive net and I trust you do not consider me too cheeky.

I would greatly appreciate your help.

Regards

Sam Anderson

On 14/12/2012 5:29 PM, Michael King wrote:

Hi Sam. It sounds like the drilling through the rear camshaft bearing is either mis-aligned or there is no drilling in the bearing. The oil pressure gallery is from the rear main, up to the rear cam bearing and is "pulsed" through a hole through the camshaft, from there up to the banjo bolt. It produces a spurt of oil each crankshaft revolution. If aftermarket bearings are used, the holes may not be there. You can check by sticking a wire down the bango hole and have someone turn the engine slowly by hand, the wire should drop down the hole! (I've been there & done that)!

It is possible to drill with engine in position, be sure to get all the swarf and flush it out with bango removed safer to remove cam.....

Also, if the rocker shafts have been dismantled, ensure they are back in their correct positions, their oilways are in different places! Refer to manual.

Hope that helps, let me know how you go

Mike King, DLOCNZ

From: Sam [andundair@gmail.com]

Sent: Friday, 14 December 2012 11:00 p.m.

Thankyou for your prompt reply, it is greatly appreciated.

Regards

Sam Anderson

From: leicam@bigpond.com [mailto:leicam@bigpond.com]

Sent: Monday, 17 December 2012 8:32 p.m.

Hi Mike,

Thank you for your very positive and timely response to our/my problem, posed to you by, Sam Anderson. Further to Sam's information, I offer the additional facts, this engine was rebuilt by a professional outfit here on the Gold Coast, they did everything, supplied, but Camshaft bearings were not part of this rebuild. I feel realignment is probably not going to fix this issue, My though where perhaps a uncleaned final; camshaft oil hole, (that you mention? or a missing seal? Finally to describe, Oil pressure, in this engine, it is (I consider very low at idle), and about 40p.s.i. at 3000, r.p.m. Any more thoughts would be appreciated.

Thomas Scott.

From: mikes hotmail

Sent: Monday, December 17, 2012 6:49 PM

Hi Thomas.

The main oil pressure gallery runs longitudinally through the block below the camshaft. It is plugged front and rear and has drillings downwards for each main bearing and upwards for each camshaft bearing. Oil is "trapped" in the valley so the camshaft is constantly bathed in oil. If there is oil pressure, it must flow through the bottom of rear cam bearing, through the drilling in the camshaft, through the top of the cam bearing and out to the banjo bolt. If you can poke a thin wire down the banjo hole and align the camshaft in the correct position, it should drop about 13cm to the gallery! (I've just measured it on a spare block in my shed). If it won't reach the camshaft, I would suggest it can only be that the bearing is incorrectly fitted. There is no seal, or anything for that matter, in the way. The hole is quite large, I used a small cable tie to check.

DO NOT TRUST THE ELECTRIC PRESSURE GAUGE! Substitute a quality pressure gauge to compare reading. It is possible to repair the transducer but that's another story. If you know the error you can allow for it..... 3000rpm pressure should be about 45psi, hot idle about 25psi. Also check that oil filter is not blocked and filter bypass in the filter head is closed. It will drop the oil pressure by about 13psi.

Good luck,

Regards, *Mike*

From: leicam@bigpond.com

Sent: Thursday, 20 December 2012 7:18 p.m.

Hi Mike again,

Just thought to let you know Sam and I did the deed today on the Daimler, I pulled all the spark plugs and then turned the motor over on the generator nut (after tightening the belt). Very soon my long T Allen key, went 80 mm into the banjo hole. Sam came along and with some pushing, was able to get the probe down 134 mm, at this stage we put the plugs back and started the motor. Oil came gushing up big time! I put everything back together and went for a burn! On my return, I undid one of the blank off nuts, on the gallery front end (very easy access). Oil poured out. Which brings me to the reason for this letter, thank you very much for your help and support. If you are interested what the car looks like it is currently advertised on eBay Australian site.

All the best for Christmas

Thomas Scott.

COVENTRY TRANSPORT MUSEUM

(Ray and Lyn Watling)

Last year when Lyn and I were in the UK, we spent a few days in Coventry City, with the intention of visiting the Coventry Transport Museum. The Museum's current collection consists of motor cars, commercial vehicles, cycles and motorcycles, automobilia, and archival material and is acknowledged as being one of the finest heritage collections in the world. The purpose built museum opened in 1980 and is situated in the centre of the city.



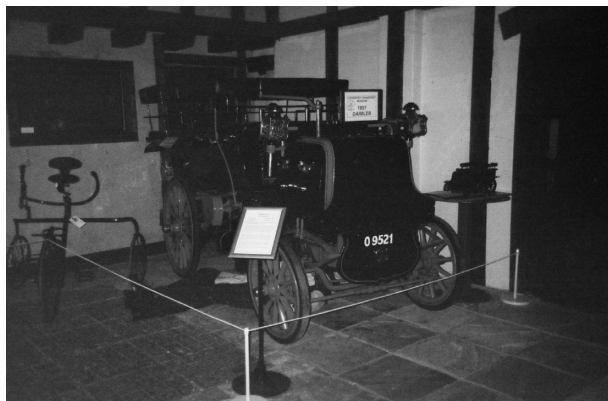
The collection is arranged in a series of galleries. The Introductory Gallery illustrates the number of cycle and motor manufacturers that have made Coventry their home i.e. 400 cycle manufacturers, over 100 motorcycle makers, and over 130 car and commercial vehicle builders. Vehicles ranging from an 1818 Hobby Horse cycle to luxury cars are displayed.

The Daimler Motor Company was established in

Coventry in 1896 and was the first company in Britain to mass produce cars. Daimler was well represented in the Landmark Gallery by a Daimler built in 1897, two Royal Daimlers from the 1930s, and a Daimler armoured vehicle. This Gallery covered the 1940-1941 "Coventry Blitz" when the city became a major target for the German Luftwaffe because of the widespread production of materials for the war effort. Street scenes realistically depicted the after effects of enemy bombing.

In the Boomtown Gallery Coventry's road transport industry from 1950 to 1980 is explored. It shows how during the 1950s and 1960s car sales increased and people came from all over the world to work in the city. Throughout this gallery there were videos showing interviews with people who worked in the factories or lived in Coventry during this period and during the 1970s when the industry was declining.





The Spirit of Speed Gallery featured world land speed record cars and the ThrustSSC story. Model World was a display of 20,000 items. Ghost Town gallery showed what happened to the Coventry car industry from 1980 until 2010. Cyclopedia was a cycle collection, featuring many strange and wonderful machines. The Motorcycle Gallery was a large collection

of motorcycles, with images and film, which highlighted the motorcycles iconic status in popular culture. The Motorsport Gallery featured a fascinating collection of vehicles used in rallies and races, dating from the 1920s to the present day. The Curators' Choice Gallery was a collection of interesting vehicles, which changes as new vehicles are acquired. There were also displays about the British Motor shows; the development of the Highway Code, and the famous tunnel scene in the movie "The Italian Job", which was filmed in Coventry.

This museum was well laid out and very interesting. It definitely warranted a return visit the next day – just in case we had missed anything!

THE SEX OF COMPUTERS

SOUND FAMILIAR ??

A Spanish Teacher was explaining to her class that in Spanish, unlike English, nouns are designated as either masculine or feminine.

'House' for instance, is feminine: 'la casa'.

'Pencil,' however, is masculine: 'el lapiz'.

A student asked, "What gender is 'computer'?"

Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether 'computer' should be a masculine or a feminine noun. Each group was asked to give four reasons for its recommendation.

The men's group decided that 'computer' should definitely be of the feminine gender ('la computadora'), because:

1. No one but their creator understands their internal logic;
2. The native language they use to communicate with other computers is incomprehensible to everyone else;
3. Even the smallest mistakes are stored in long-term memory for possible later retrieval; and
4. As soon as you make a commitment to one, you find yourself spending half your pay cheque on accessories for it.

(THIS GETS BETTER!)

The women's group, however, concluded that computers should be Masculine ('el computador'), because:

1. In order to do anything with them, you have to turn them on;
2. They have a lot of data but still can't think for themselves;
3. They are supposed to help you solve problems, but half the time they ARE the problem; and
4. As soon as you commit to one, you realise that if you had waited a little longer, you could have got a better model.

The women won.

Daimlers at Kaitaia's AUTOSPECTACULAR





Mario Sala of Genoa, Italy Majestic Major.



Consort on wedding duties.



Queen Mary's personal Daimler 1935 (Coventry Transport Museum).



Manawatu members and Horseshoe Bend picnic.



Manawatu Christmas dinner, Bert Empson & Eris Hollier.



Manawatu Christmas dinner.

OVERDRIVE CONVERSION FOR SP250

Overdrive has always been touted as being a worthwhile option for the SP250. It was listed as a Factory option but none were so produced.

The SP250 gearbox was based on the Triumph TR3 unit, also very similar to the Vanguard unit which was fitted with The Laycock de Normanville overdrive. It is possible to fit this unit by modifying the output shaft and very little further modification. However I did not wish to do any non-reversible modifications to my original Daimler box, which is still in good condition.

The Triumph 2500 range of cars had a manual overdrive box and investigation showed that this unit is very similar with the added advantage of synchromesh on 1st gear. Using this gearbox would also overcome the SP's vulnerable 1st gear weakness while retaining something close to original specification. All detail changes could not be ascertained without first removing the SP box and placing the ruler over both units.

Major changes are as follows.

1. Bell housing, integral with gearbox on both. Mouth needs to be opened out to accommodate flywheel @ 310mm overall diameter. Starter motor is on opposite side necessitating cut-away. Bell housing outer circumference fits inside existing adaptor plate allowing drilling and tapping of new bolt holes in same.
2. Overall length is 20mm shorter, should be enough movement in the driveshaft spline to take this up, otherwise a short spacer may be required.
3. Gear lever is 55mm further forward but inclines backwards, hopefully will be suitable with a small alteration to fibreglass cover.
4. Speedo cable will need to be replaced with extra 250mm (approx).
5. Clutch, need to source a 9" clutch plate with 1" 10 spline inner. Existing pressure plate should be ok, along with thrust bearing and shafting. Mounting hardware modification required for slave cylinder.
6. Spigot shaft, SP250 is $\frac{3}{4}$ " diameter, Triumph $\frac{1}{2}$ ", will need a suitable bush to



match. This may require a step on the gearbox side as Triumph input shaft is flush with bell housing, SP protrudes by 12mm.

7. Rear mounting. Is in a similar position but it will require different mounting hardware.
8. Gearbox cover will need to be enlarged to allow for overdrive unit.

(See photos 1, 2 and 3.) It all looks feasible and I believe it has been done before!

Triumph Gearbox Modifications

I started out with a reportedly good Triumph MOD gearbox and a stuffed manual box which I could use as a pattern and whatever sacrificial parts I might need. I also had a saloon V8 block with crankshaft fitted to use for setting up.

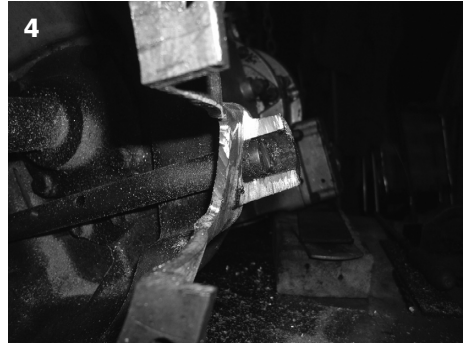
Clutch

Daimler clutch components not suitable, need to source suitable alternatives. Use Triumph shaft, fork, sleeve and bearing. Remove Triumph clutch operating shaft and install from RHS. Redrill hole in shaft to relocate fork location bolt. Cut off 15mm to allow for length of starter motor shaft (photo 4).

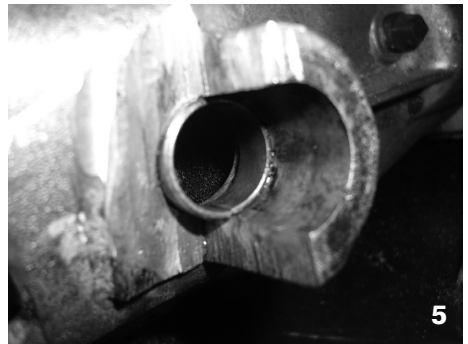
Remove operating shaft bush from LHS of bell housing. Cut away $\frac{1}{2}$ of LHS shaft bush support (photos 5 and 6).

Cut away section of bell housing 95mm x 50mm for starter motor (photos 7 and 8).

Refit bush. Thrust is towards the rear so position for optimum rear support. (I believe there is an alternative geared or pre-engage starter available which will minimise cutaway required.) Mill out bell housing by about 1.5mm to accept flywheel. I used an old clutch plate with an adjustable arm attached to gauge and locate high spots. (Photo 9). Sintered Bronze Spigot bush required to reduce from $\frac{3}{4}$ " to $\frac{1}{2}$ " No. 0161 available from Milson Metals in Palm. Nth (\$25.65). As the bush is 1" long, it needed a spacer on the inside to prevent it from engaging too far and disappearing into the crankshaft! There is a variance in the length of Triumph spigot shafts, measure first!



Bell housing mods. Note shortened shaft and 2nd hole for fork location.



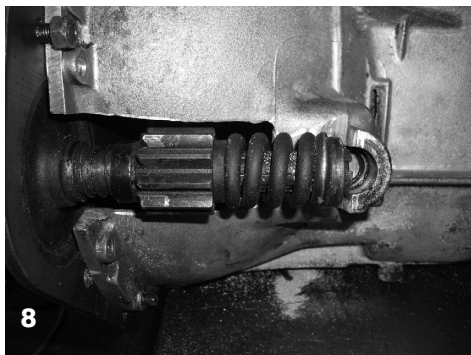
Bell housing mods. Relocated shaft bush.



Bell housing mods. Close-up of shaft and bush.



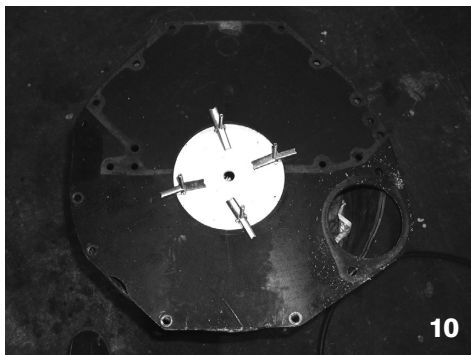
Bell housing mods. Cut away for starter motor.



Bell housing mods. Starter motor location.



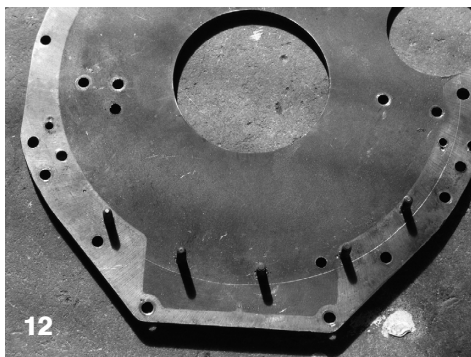
Bell housing mods. Gauge for milling bellhousing.



Adaptor plate alignment.



Adaptor plate alignment.



Adaptor plate with studs and nuts.

Clutch Plate 1" 10 spline 9½" R9524W. (\$144) (This is from CF Bedford with ZF g'box).

Pressure plate diaphragm type 9½" 950-565N. (\$138) This requires 3 dowel holes rather than the 2 on the SP's flywheel. I had an engineer reface the flywheel and redrill/fit dowels as necessary. Also fitted new thrust bearing (\$49)

Clutch Release Bearing

I used the Triumph assembly as the Daimler cross shaft is slightly higher making the bearing assembly unsuitable. As the Triumph bell housing is slightly shorter, it was also necessary to machine down the release bearing carrier sleeve by about 15mm to give adequate clearance from pressure plate. There is just enough meat on the carrier to achieve this.

Manufacture mounting for slave cylinder

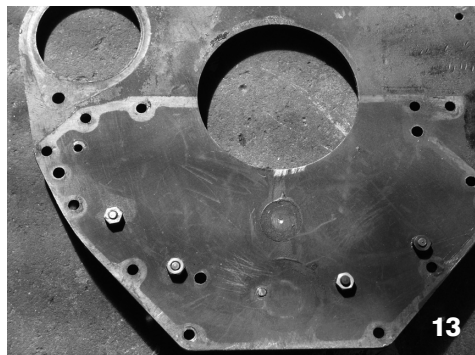
There is a cutaway in the adaptor plate to allow for the slave cylinder, I milled the bell housing flange to the same profile and made up a spacer to mount slave cylinder. I drilled and tapped the bell housing, fitting additional nuts locktited to the inside for extra support. On installing gearbox, these nuts fouled on the pressure plate so had to be removed! The SP's operating rod was adjusted to suit, and the lever on the operating rod reshaped to line up correctly. (On completion I found I needed to use the hole nearest the shaft to get sufficient clutch travel. Needed to adjust slave position to improve alignment.)

Adaptor Plate

Perhaps the most difficult part of the conversion is aligning the gearbox to the adaptor plate. I experimented with several methods and ended up aligning the gearbox on the engine and scribing the adaptor plate with the outline and mounting holes. The holes were drilled and tapped, where possible fitting lock nuts. (Some positions not possible due to obstructions on the back of the engine block.) (Photos 10, 11, 12 and 13.)

Rear Mounting

My gearbox came with the Triumph rear mount complete. I cut it down on both sides to fit in almost the same place as the original SP mount, just with redrilled holes. Some trial and error required plus a couple of spacers so O/D relay clears chassis. (Photo 14.)



Adaptor plate with studs and nuts.



Gearbox mounting.

Installation

A cutaway is required on RHS of firewall to make room for bell housing starter bulge. As the starter motor bolts are just on the edge of the bell housing, I made stepped spacers to clamp bell housing under starter motor bolts. (Photo 16.)

A cutaway of the floor LHS required to make room for O/D solenoid (Photo 17). Much sweat and trial and error to get it to fit.



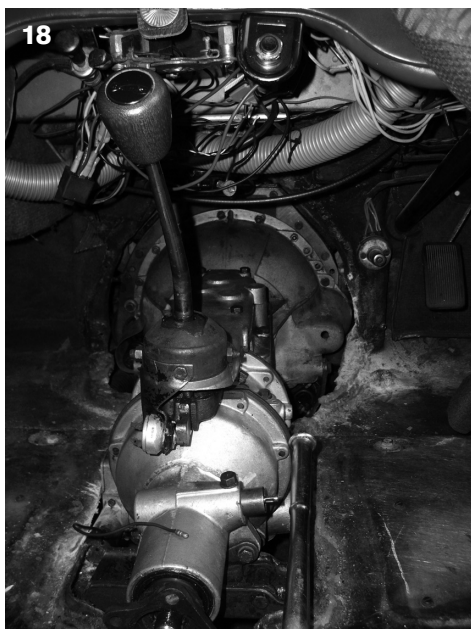
Adaptor, flywheel & clutch in position.



Stepped spacer on starter motor bolts.



Gearbox in position. Note cutaway in floor to accommodate solenoid assy.



Gearbox in position. Note cutaway in floor to accommodate solenoid assy.

Driveshaft Flange

The bolt holes don't line up and the locating lip is smaller and needs machining to suit. Bolt holes redrilled 45 degrees from the original. There is just enough movement on the driveshaft yoke to fit but collar may need to be unscrewed.

Gear Lever

I used the non O/D Triumph gear lever (no switch on top) and increased the angle on the shaft to clear dash and heater controls. It may have to be shortened slightly to improve operation. Has a nice new wooden "Daimler" knob! (Photo18)

Electrics

The Triumph box came with the inhibit switch to enable operation on 3rd and 4th gears only. The switch wires directly to the solenoid and to the ignition switch via a toggle switch on dash. It is absolutely vital that O/D is disengaged in reverse!

Speedo Cable

This exits from the TOP of the tail shaft housing and has an oddball cable coupling. I think it is supposed to have a right angle adaptor top and bottom of cable! After much head scratching, I ended up by making an adaptor sleeve and an "L" bracket to hold it in place. The original cable now works and will hide on the floor under the carpet until I can work out another way!

Handbrake

This needed some spacers, longer bolts and some manipulation to enable it to clear obstructions from speedo cable etc. Now works better than it has ever done!!

Car was now drivable, a test drive revealed an overdrive problem, reluctant to engage and would freewheel until it did! I found a Laycock service manual on a Vanguard website with excellent descriptions. After a bit of reading it was suggested the solenoid was out of adjustment, hey presto, problem was solved. Now gives a healthy "clack" when engaged, current drops to 1 amp when in "hold" state. Gear changes are all good, overdrive steps in and out like it ought to.

Now just the cover and cosmetics to see to.

Gearbox Cover

Photos 19 and 20 show the cutaway in sides and top the cover to accommodate the extra size of the overdrive. These were filled using a fibreglass repair kit, I put the cover in position after wrapping thick underfelt packing and a layer of plastic sheet where the holes were. The resined fibreglass weave was placed over the hole and the packing removed after it had cured. The carpet still fits over the enlarged cover and the gear lever shroud glued as required.



Cutout on RHS.



Cutout on LHS and gear lever.

Results

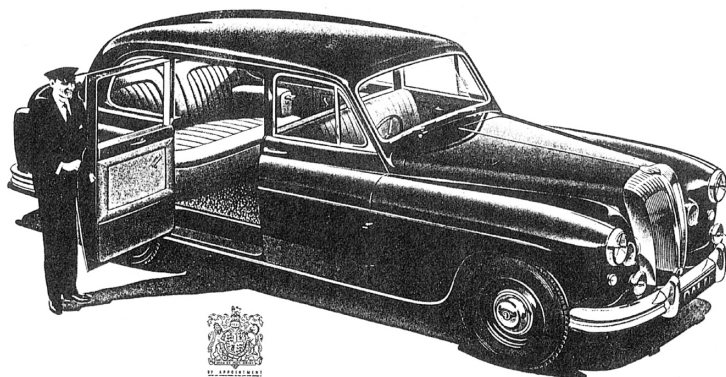
The speedo now reads low and a check over a 5km test road read 2.4 miles.

At 100kph on the GPS the speedo reads about 55mph, in overdrive rev counter reads about 2200rpm. Open road cruising is now "cruisier", 3rd overdrive is a little lower than 4th and is great to use around town, the Triumph gearbox is smoother in operation and 1st gear syncro is great!

Definitely a worthwhile conversion. All up cost including the gearbox about \$800.

THE NEW DAIMLER “REGINA” 4½-LITRE LIMOUSINE

With Coachwork by Hooper

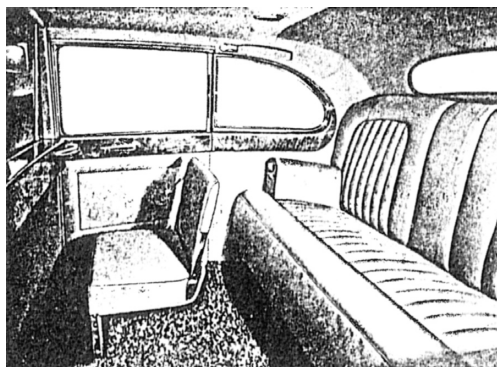


Elegant luxury

Elegant in style, magnificent in performance, the new, superb “Regina” limousine reigns in a class of its own. It is designed to seat seven, or five with the two occasional seats folded into the lower half of the centre partition.

Ostensively a chauffeur driven car, the upper half of the partition consists of sliding glass panels; alternatively, they can be made to drop when they are also electrically operated by switches on the instrument board and on either side of the rear seat. Interior furnishings are immaculately conceived. They include foam rubber cushions trimmed in Vaumal leather or West of England cloth; instrument board and other woodwork in veneered walnut.

Two roof lamps in the rear compartment operate automatically by the doors and by hand switches conveniently situated. Two heaters – one for each compartment – which, when used in conjunction with the pivoting quarter-lights provide perfect air conditioning. Provision is also made for radio in rear seat armrest with an extension speaker in the same compartment. A spacious rear boot has ample room for luggage and spare wheel.



Yet the traditional Daimler luxurious appointment is but a cloak to a performance which is anything but “traditional”. Power from the 4½-litre 6-cylinder engine is controlled with the fingertip by Daimler fluid transmission and curbed, when necessary, by vacuum serve assisted brakes, to make the “Regina” limousine instantly responsive to your every whim – be it fast cross country motoring or dignified procession.

Abridged Specification

Engine

Six-cylinder; O.H.V.; 92.25 mm.; stroke 107.95 mm.; capacity 4,617 c.c.; compression ratio 6.53:1; two S.U. horizontal carburettors; mechanical fuel pump with hand primer; belt driven pump water circulation with thermostat control; 12 volt coil ignition, distributor has automatic and suction advance; 12 volt dynamo with voltage control.

Transmission

Daimler fluid transmission incorporating fluid flywheel and four speed epicyclic gearbox providing forward speed ratios of 4.00, 2.286, 1.511, and 1 to 1, reverse 5.555 to 1; two Hardy Spicer open propeller shafts.

Steering

Re-circulating ball nut type steering with pre-selector gear lever on column; hypoid bevel gear final drive with 4.27 ratio.

Suspension

Coil spring independent front suspension; semi-elliptic leaf spring rear suspension, telescopic shock absorbers front and rear.

Brakes

Vacuum servo assisted hydraulic brakes.

Frame

Cruciform braced box section for rigidity and strength; automatic thermal chassis lubrication system; built-in jacking points.

Wheels and Tyres

16" x 6.5" rim wheels with 7.50" x 16" tyres.

Electrical Equipment

Exterior lights – headlamps, sidelamps, flasher lamps; stop, tail and number plate lamps; 12 volt 64 amp./hr. battery. (Electrically operated drop glass partition to centre division available to order.)

Instruments

Speedometer, revolution indicator, petrol gauge, water thermometer, ammeter and clock.

Fuel

Fuel Tank capacity 20 gallons including reserve.

Body

Seven seater limousine Hooper coachbuilt body with four doors and fixed roof and equipment including fixed bench type front seat, rear luggage boot with spare wheel carried in luggage compartment, large lockable cubby hole and open cubby hole in facia; two built-in heating, ventilating and de-frosting units – one each in front and rear compartments; two roof lamps in rear compartment operated automatically when doors opened and by hand switches, one roof light in front compartment; sliding glass partition to centre division; flasher type direction indicators; two-speed, self-parking windscreen wipers; veneered facia and instrument panel, panel lighting rheostatically controlled. Provision for radio under instrument board with extension speaker in rear compartment.

Colours

To suit customer's requirements.

General Dimensions

Wheelbase	10' 10"	Track (front) 5' 0", (rear) 5' 3"
Ground clearance (unladen)	6"	Turning circle (right) 45' 0", (left) 45' 0"

WORKSHOP MANUAL TRANSLATIONS

Via email – a.hanwell@virgin.net – Adrian Hanwell
(Driving Member, Vol 49, No.7)

Dear Editor, I am sure many of our readers are familiar with the Haynes workshop manual, I thought some translated phrases might prove useful:

HAYNES	TRANSLATION
Rotate anticlockwise.	Clamp with mole grips then beat repeatedly with hammer anticlockwise.
This is a snug fit.	You will skin your knuckles!
This is a tight fit.	Not a hope in hell matey!
As described in Chapter 7 ...	That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.
Pry ...	Hammer a screwdriver into ...
Undo ...	Go buy a tin of WD40 (catering size).
Retain tiny spring ...	"Jeez, what was that, it nearly had my eye out!"
Press and rotate to remove bulb ...	OK – that's the glass bit off, now fetch some pliers to dig out the bayonet.
Lightly ...	Start off lightly and build up till the veins on your forehead are throbbing then check the manual because what you are doing now cannot be considered to be "lightly".
Weekly checks ...	If it isn't broken don't fix it!
Routine maintenance ...	If it isn't broken ... it's about to be!
One spanner rating.	Your Mum could do this ... so how did you manage to botch it up?
Two spanner rating.	Now you may think that you can do this because two is a low, tiny, ikkle number ... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).
Four spanner rating.	You are seriously considering this aren't you, you pleb!
Five spanner rating.	OK – but don't expect us to ride it afterwards!!!
If not, you can fabricate your own special tool like this ...	
Compress ...	Squeeze it with all your might, jump up and down on it, swear at it, throw it at the garage wall, then search for it in the dark corner of the garage.
Inspect ...	Squint really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife, "Yep, it is as I thought, it's going to need a new one!"
Carefully ...	You are about to cut yourself!
Retaining nut ...	Yes, that's it, that big spherical blob of rust.
Get an assistant ...	Prepare to humiliate yourself in front of someone you know.
Turning the engine will be easier with the spark plugs removed.	However, starting the engine afterwards will be much harder. Once that sinking feeling in the pit of your stomach has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.
Everyday toolkit.	Ensure you have an R.A.C. Card & Mobile Phone

Hitting the Road ...

Daimler Events Diary



Auckland

Feb 10th

Concurs Fun run and car show

Feb 24th

Galaxy of cars

Please email Byran bg.davis45@gmail.com or call 096305172 if attending.

16th–23rd

Great British Car Rally

March 24th

Run and Branch AGM.

Met at Sunken Gardens, One Tree Hill at 9:45 for 10 am departure. Bring your camera and good brakes. Branch AGM at Eden Gardens approx. 11:30, followed by lunch. Entry fee will cover lunch and Eden Gardens, more details of lunch and costs to follow.

April 26/27/28th

DLOC AGM and Super Mini Rally here.

Lincoln Green at 159 Lincoln Road, Henderson. Get your entries in.

If booking accommodation, we have a group discount, only by telephone booking. Quote DLOC Group 63132, and pay on departure. Website : www.lincolngreen.co.nz

Phone 09 838 7006

Any member who is not bringing a car to the AGM, we can organise rides if required.

May 26th

Lake Karapiro Cruise with Waikato branch.

Meet at Papakura Service Centre at 9am for 9:30 departure. You must be booked and paid for prior to event. Meet Waikato members at Cambridge

Email dlocauckland@yahoo.co.nz. Cost \$20 per person

June

Howick Historical Village

More details to follow.

Waikato BOP

February 10th

BCC run organised by the Wolseley Club

Start – 09:30. Meet at Western Bay Council Car Park, 1484 Cameron Road.

We will be travelling to view Trevor Gordon's vintage American car collection in Tuapiri

Road, just north of Katikati. If you get lost, Trevor's phone number is 549 0928.
Arrive approximately 10:15 at Tuapiro Road Katikati. Trevor's shed is the first driveway on the right on Tuapiro Road. There is parking up the driveway.
12:30 leave for Omokoroa Esplanade for picnic lunch.
1:00 Picnic Lunch at Omokoroa beach reserve.

March 24th

It is AGM time again. You branch needs **YOU** to keep functioning. Help is need to organise events and to take over the secretary/treasurer's role which could be split up to reduce the work load (it is not time consuming) for each individual.
The venue has yet to be decided.

May 26th

We are joining with the Auckland lot and going to Karapiro for a cruise.
Please read the Auckland Dairy for more info.

Hawkes Bay

Sunday 17th February

A Run to Palmerston North in conjunction with the HB British and European Car Club.
Details will be sent out prior to the day.

Sunday 3rd March

HB Branch DLOC AGM Meeting. Notice of time and venue for this meeting will follow later.

Sunday 10th March

Wheels on Windsor. An annual display for all car enthusiasts and an event we look forward to each year. It is put on by the British and European Car Club.

Manawatu

February 3rd

Dannevirke Wheels With Attitude.
Meet at the Gorge carpark at 9.30 if you wish to attend.

February 10th

Wellington British Car Day
Meet at Ohau weighbridge site at 9.00.

February 17th

This is our February Club event to Wanganui. Ed Boyd's visit is off the agenda as he will be away, but Bruce Ardell's Mechanical Restorations & Vintage Spares is still on. Bruce has a great knowledge of old car spares, with huge stocks, also a great variety of Vintage & Classic cars to inspect.

Meet at Sanson at 9.15 for departure at 9.30 as we need to be in Fordell by 10.00 and leave no later than 12.00. Then on to Zone café for lunch and Virginia Lake. Some may choose to walk around the Lake or see the Bird Sanctuary and Begonia House.

February 24th

Next committee meeting at Pauline's. All welcome.

March 3rd

Southwards Open Day, a big event, much to see, many classic cars, museum and workshop open to all. Meet at Ohau weigh station site south of Levin at 9am.

March 10th

Hastings Car Day at Windsor Park.

“Wheels on Windsor” on Sunday, meet at the Gorge car Park at 8am. Contact Lew if interested.

April 7th

Branch AGM at 11am followed by BYO BBQ at Pauline’s.

Then at about 2pm a visit to Thompson’s Motorcycle Museum in Rongotea Road. A large collection of vintage and classic bikes to be admired!

April 27th–28th

National Mini Rally and AGM, Auckland

April 2014

NATIONAL RALLY MANAWATU.

A LITTLE SAT-NAV

Mike Day

I have a little Sat-Nav
It sits there in my car
A Sat-Nav is a driver’s friend
It tells you where you are

I have a little Sat-Nav
I’ve had it all my life
It’s better than the normal ones
My Sat-Nav is my wife

It gives me full instructions
Especially how to drive
“It’s thirty miles an hour,” it says
“You’re doing thirty five”

It tells me when to stop and start
And when to use the brake
And tells me that it’s never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear

I’m sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling
Each journey’s pretty fraught
So why don’t I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I’m properly fed
It washes all my shirts and things
And – keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once in a while
I could turn the buggar off!

Members' Market ...



*Members are welcome to use this space free of charge.
Forward details to Mike King before 10th of the month of publication.*

Wanted

1980–1987 Series 3 XJ6 Vacuum booster/servo unit complete with vacuum hose fitting and mounting nuts. (2 in front and 4 self locking at rear) and actuating rod (in front). Preferably in good working order or suitable for reconditioning.
Email Peter Mackie, peter.mackie@slingshot.co.nz

For Sale

Set of 4 hubcaps for Daimler 2½ V8 in good condition. \$50. Contact Ray Watling phone 06 3532059 or watlings@actrix.co.nz

Conquest Century engine, complete but condition unknown. Situated in Masterton. Contact John Clark, 06 3780380 or email john@clark.net.nz

Daimler 104, ex David Hoyer. This car is in very good condition, David having done extensive work on it, new paint, tyres etc. Contact Ann Hoyer, 09 5342203 for further information.

Manawatu Branch have just **3 jackets left**. Sizes are 1x mens, 1x XXL and 1x XXXL. Also new supply of caps in stock. Contact Manawatu Club Captain Lew Clinton.

Series 2 RH front indicator / park light lens. Contact Mike if you can help.

RJR

Rodney Jaguar Rover Spares Ltd

17 Clayden Road, Warkworth
Ph: 0800 4 JAG PARTS (0800 4 524 727)
Fax: 09 425 7234
E-mail: jdc@rjr.co.nz • Website: www.rjr.co.nz

New Zealand's largest stockist of new, used and rebuilt parts
for Jaguars and Daimlers from 1950 to current models.
Celebrating over 40 years in the business of keeping Jaguars and Daimlers purring
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JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER

THE **Daimler** & **Lanchester** OWNERS' CLUB BRANCH DIRECTORY

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Vice President	John Penman , 25A Fancourt St, Meadowbank	09 521 2011
Club Captain (Acting)	Bryan Davis	09 483 6616
Secretary	Martin Walker , 460 Blockhouse Bay Road E-mail: martin.walker@gen-i.co.nz	09 626 4868
Treasurer	Joe Price , 1 Cassino Street, Bayswater E-mail: jprice@mcnp.co.nz	021 798 288
Committee	Glenys Watt, Ed Hayhoe, John & Valerie Penman, Joe Price, Laurie Mckernan, John Marsden, Clive Butler, Martin Walker	
National Delegate	Bryan Davis , E-mail: bg.davis@auckland.ac.nz	
Branch Patron	Ian Hill	

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Sec/Treasurer	Paul Edginton , 35 Uretara Drive, Katikati 3129	07 549 4569
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Committee	Colin & Maureen King, Fay Griffin, Cathy Donaghue	
National Delegate	Paul Edginton , E-mail: pledginton@gmail.com	

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Vice President	Pauline Goodliffe , 194 Green Road, Awahuri, PN	06 323 7081
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National Delegate	Mike King , E-mail: mwking45nz@hotmail.com	06 357 1237
Branch Patron	Pauline Goodliffe	

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